

## Official and Classified ADVERTISEMENTS

Continued from Page 63

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# fishing news

June 17, 1977

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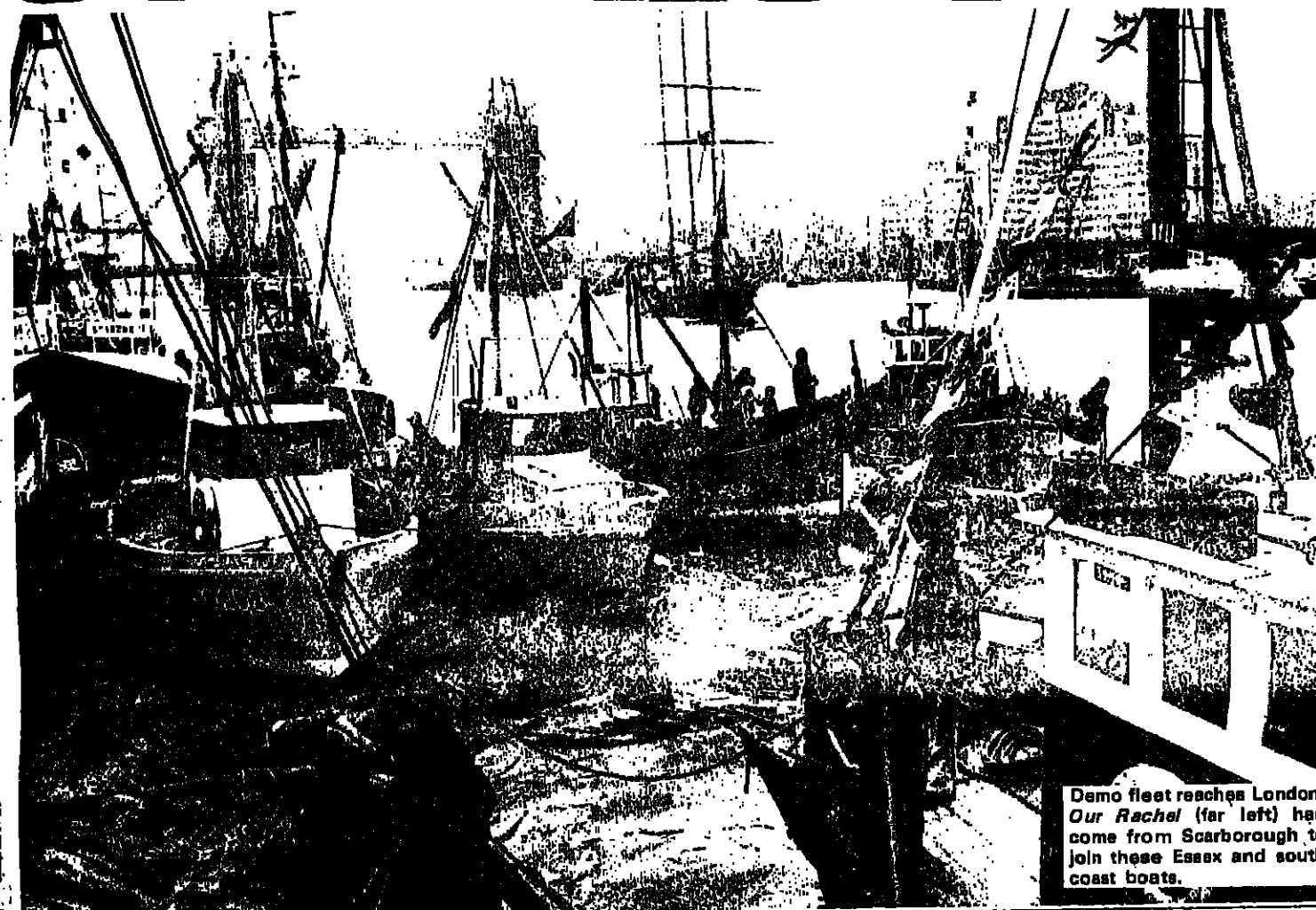
# 50-MILES OR BUST

## That's the message for London

THIS WEEK — for the second time in six years — British fishermen were forced to sail up the River Thames to London and mount a fishing limits protest. The last time was in 1971 when the inshore fleet came to protest against the EEC limits policy which would allow foreign boats to fish up to our beaches.

On Tuesday many of these boats were back again, this time with the backing of the deepsea fleet. And they were still seeking protection from EEC moves to grab their fishing grounds.

The demonstration this week was on a far more restrained level than the previous one which saw fishermen marching through London to Downing Street. As the first two trawlers, the Hull freezer *Junella* and the 86 ft. *Budding Rose* from Peterhead, moved quietly into position on Monday they set the scene for what was to be a passive protest by 40 more vessels which followed them to London on Tuesday. See page two.



Demo fleet reaches London. Our Rachel (far left) had come from Scarborough to join these Essex and south coast boats.

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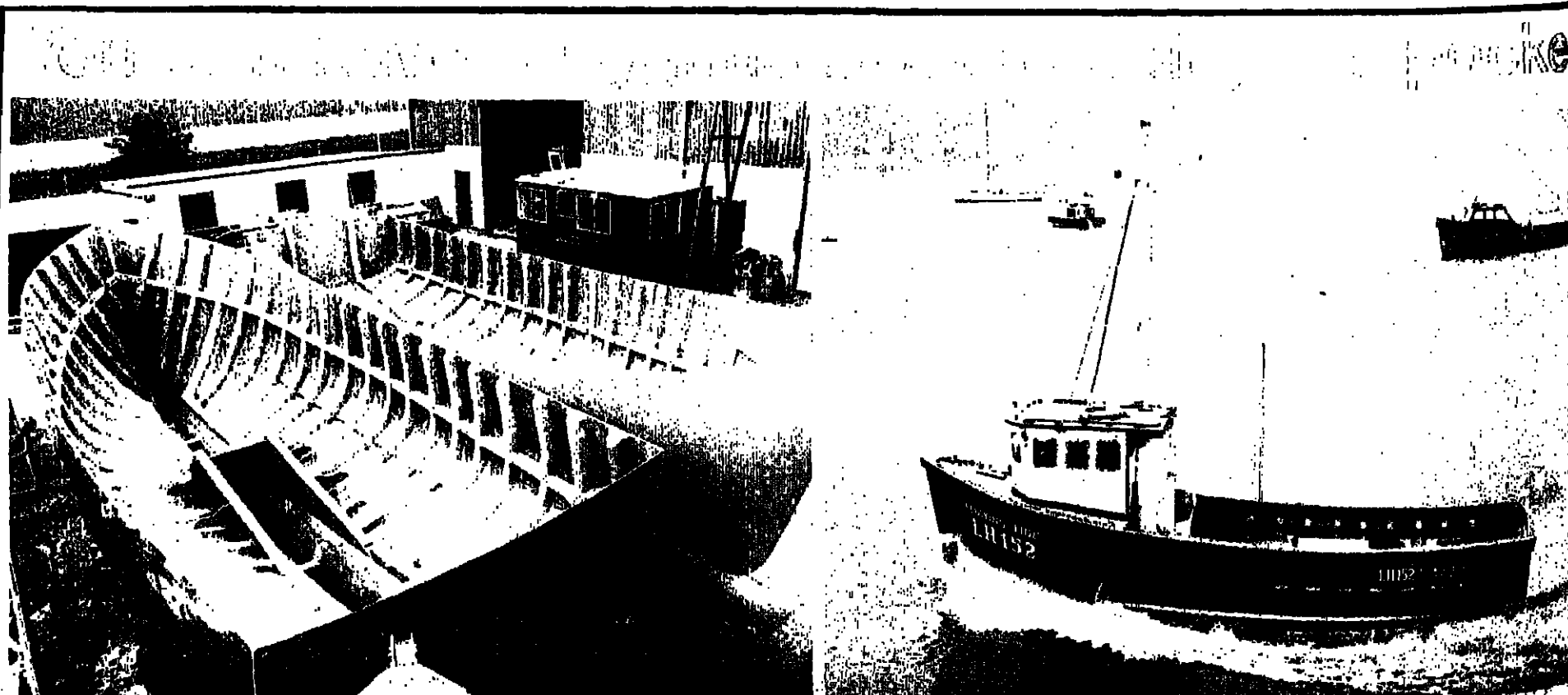
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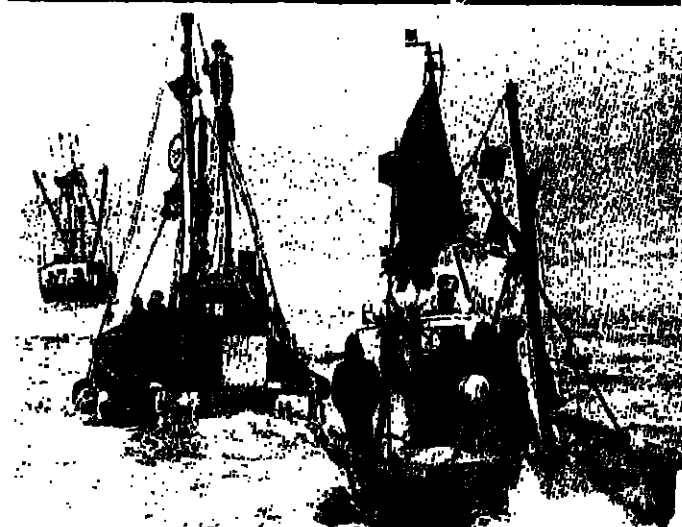
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## FROM THE CYGNUS WORKBOAT

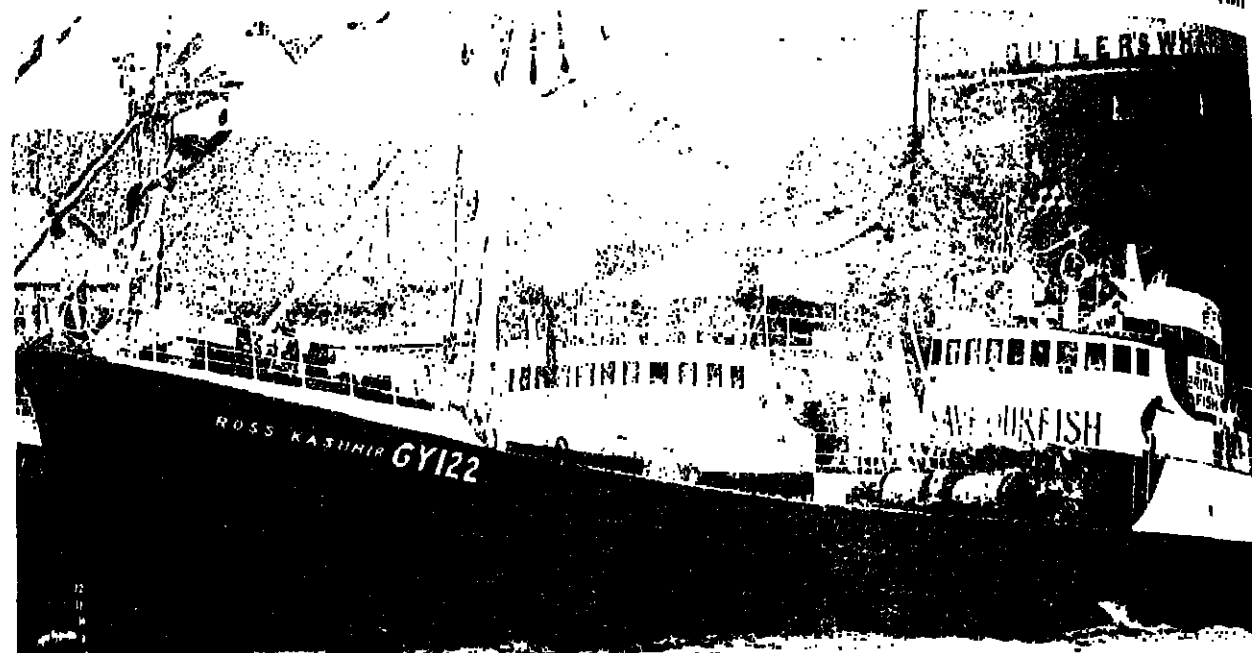
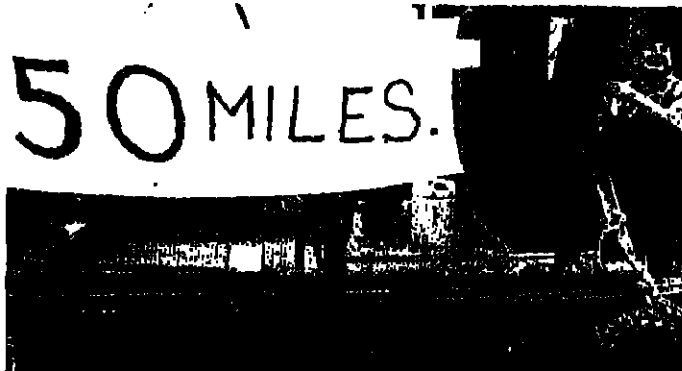




Skipper Ken Billington (above) goes aboard the Lowestoft stern trawler *Suffolk Conquest* to sail for the Thames. Below: serious faces in the wheelhouse of *Budding Rose*. Peterhead men (left to right) Walter Strachan, chief engineer; relief skipper, John Stephen; and pilot Willie Whyte sailed her down. Mr. Whyte has been in the industry over 50 years.



Above: Colin Knapp's *Ina K* from Essex heads the first small boat flotilla, with *Bonnie Lass* and *Gill Too* following on. *Gill Too* made it to Westminster. Below: the message is clear aboard the Essex boat *Silvia*. Bottom: Southend skipper, Peter Gilson of *Anja*, led his family's protest for a 50-mile limit.



*Ross Kashmir* from Grimsby had the message across her wheelhouse: "Save our fish".

# Demo armada hits London...

A FLEET of around 45 deepsea and inshore trawlers hit London on Tuesday to press the UK fishing industry's case for a 50-mile limit.

Trawlers came from all over the country. *Junella* was first in, followed by the Scots boat *Budding Rose*. On Monday night the pair were tied up to the warship *H.M.S. Belfast* with their lights blazing.

Small & Co. sent the stern trawler *Suffolk Conquest* from Lowestoft. *Ross Kashmir* and other boats had sailed from Grimsby. And the stern-fisher *Boston Blenheim* was on her way from Fleetwood.

On Monday night an armada of smaller boats gathered at Southend Pier during a thunderstorm. By 7 a.m. the crews were awake and making preparations.

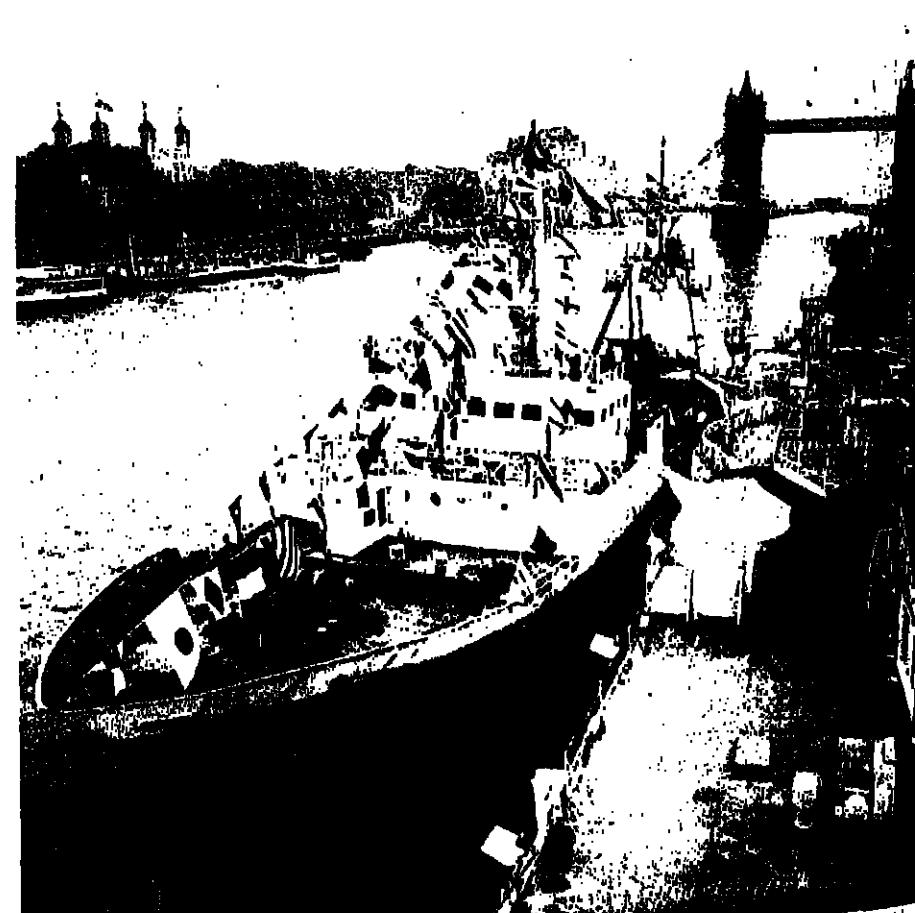
At 7.30 a.m. they slipped moorings and headed up the misty Thames — 35 boats in a ragged flotilla stretching as far as the eye could see.

A battle with authority began at Gravesend. Somebody, it seemed, did not like the idea of a "massed charge" up-river. So, the little boats were split into three groups.

"Conspiracy" broke out at once. "Who's for a bit of aggro?" "Let's block the river!" "Best bloody idea I've heard all morning!"

Greville Howard of the Fisheries Organization Society treated it like a war-time battle. "Commander Howard calling. This is Greville Howard. How many are you? How many are you? What is your ETA? What is your ETA? Do you read me? Over!"

"Three groups of ten," replied a squadron leader. "Congratulations, Wonderful show. I understand you are three groups of ten." "Wished told the bloody skipper," said Southend skipper, Peter Gilson.



*Junella* — decked out with flags — tied up alongside *HMS Belfast* on Monday. The freezer was HQ for the demo fleet.

"Ere, we've got interlopers," said another. They ploughed on up the river, tiny dots of bright paint and bunting against the grey mist and the huge cruise ships moored at Tilbury.

A Dutchman stirred up the water to make things uncomfortable, but the tug *Ionie* gave a friendly hoot. It was at the Tower that the real action started with a deafening welcome from the bigger trawlers.

Then one of the stern trawlers appeared to get stuck coming under Tower Bridge. Twenty or so boats made a dash for the opening, speeding through whilst the stern trawler drifted slowly downstream.

The River Police were caught offguard, recovering too late to stop the rush. They watched as the fleet weaved around in circles.

Three small boats made off towards Westminster, one with a BBC film crew aboard. Another tried, but was caught by three police boats and it was claimed she was a danger to the bridges.

Having once got in, the fleet couldn't get back through the lowered bridge. Whilst the police sailed around with broad grips, the inshoremen settled down to wait for the tide to fall.

Picnics appeared on decks and pleasure craft sailed past. The traffic rolled again on Tower Bridge. The small trawlers escaped in ascending order of mast height and the

river returned to normal. Skipper Ian Cartwright of the 43 ft. *Whitstable* inshore trawler *Korona* said: "We were getting a message through to the public."

"We were getting a message through to the public," said Skipper Ian Cartwright of the 43 ft. *Whitstable* inshore trawler *Korona*. "We were getting a message through to the public," said Skipper Ian Cartwright of the 43 ft. *Whitstable* inshore trawler *Korona*.

# Minister gets show on the road

"IT'S UP to us to make our Community partners aware of our special position and problems. We are determined to get a solution on the Common Fisheries Policy that takes into account that special position."

This was stated by the Minister of Agriculture, Fisheries and Food, John Silkin, when he opened the Catch '77 fishing exhibition in Hull on Wednesday.

Earlier in the morning Mr. Silkin had visited the fish docks where he saw landings from the side trawlers *Benella* and *Ross Trafolgar* as well as the sloop *Rosenborg*.

On the market, Mr. Silkin was shown around by Mr. S. Elmerington, president of the Hull Fish Merchants' Association, and Andrew Marr, president of the Hull Fishing Vessel

Owners' Association. Mr. Silkin also went aboard the freezer trawler *Cordelia*.

"We have a long and hard job to get our special position recognised by the EEC," warned Mr. Silkin. "We have to go on arguing and persuading — and the public support of the industry is invaluable in making our case in Europe."

On June 27 EEC fisheries ministers will be meeting in Luxembourg to discuss the future of the CFP. As president of the Council of Ministers, Mr. Silkin said he had been anxious to have a meeting exclusively on fisheries questions.

At a press conference

following opening the exhibition, Mr. Silkin made it clear that Britain would be taking a tough stand at the Luxembourg talks.

The EEC knows our position and we will be waiting to see how far they come towards bridging the gulf between us, he said.

Predicting the future of the deepsea industry 10 years ahead, Mr. Silkin made it clear that there would have to be a certain amount of fleet restructuring to work within national limits.

After touring the stands Mr. Silkin said that he was impressed by

the vast technical developments that have taken place in the fishing industry.

"Some sectors of the fishing industry are highly technical and represent very substantial investment like some other industrial enterprises."

"This exhibition illustrates the sophistication of the fishing industry. There is a wide range of electrical equipment, navigation gear, deck equipment and fishing nets."

"Other industries are also represented — boat design and building as well as engineering. These remind us," said Mr. Silkin, "that fishing does not exist in a vacuum, but depends on other industries and for us it provides production and processing outlets."

# Favonius is first



Skipper Andy Buchan (right) of the Peterhead seine netter *Favonius* is the first to break the £200,000 barrier this year among vessels operated by the Caley Fisheries Group at Peterhead. He is seen being presented with an inscribed silver salver and silver tea service by George Hutt, manager. Skipper Buchan holds the British seine net record for a single trip with a grossing of £22,265 made last April.

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# fishing news

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# HUMBER PROBE

## Grimsby: time ripe to merge owners

THE TIME is right for the government to regroup some of the remaining trawler owning firms, Grimsby's Chief Executive and Town Clerk, Frederick Ward, told a House of Commons sub-committee visiting the port last week.

Mr. Ward was pressing the case for the development of Grimsby as one of the country's major fishing centres to a team of MPs who sit on the Trade and Industry sub-committee of the Commons Expenditure Committee.

The sub-committee, chaired by Dr. Edmund Marshall, is on a fact finding tour of UK ports and is taking evidence from all sides of the industry.

Mr. Ward forecast more regrouping — along the lines of the BUT organisation — because many of the smaller companies did not have the capital necessary to develop new types of trawlers to catch fish on new grounds.

Earlier Mr. Ward told the committee there is no other port in the country where fishing generates such a high rate of local employment and plays such a substantial role in the local economy.

He reported 525 men last registered as fishermen at Grimsby where the facilities, not just for survival but for expansion into the major UK fishing centre, are ideal.

He highlighted the nationwide fish distribution network, the first-rate training facilities and the position of Grimsby as the largest UK centre for frozen food processing and storage.

He said many people in Grimsby felt Humberside County Council had in the past been biased towards Hull.

On a personal note he said he looked forward to the return of Icelandic trawlers to Grimsby, after a settlement of the present dispute is reached. It is in Grimsby's interests to attract all foreign trawlers to land there.

Mr. W. F. S. Letten, deputy managing director of BUT, said the government must resolve the EEC's common fisheries policy. If Britain gets what she wants, by the mid-1980's the industry could

be landing 800,000 tonnes of white fish, 500,000 tonnes of pelagic fish and up to one million tonnes of fish for fish meal.

Fred Parkes, president of the Grimsby Fishing Vessel Owners' Association, said the industry is looking to the government for a lead on fishing vessels of the future; also it ought to take unilateral

action to establish a 50% exclusive limit.

He felt the government should tell the industry the going for a 50-mile limit would be to enable owners to plan types of fishing vessels that industry would need.

Parkes also called for stiffer penalties for poaching and boat confiscation for offenders.

WET FISH landings at Hull will end soon if nothing is done to stop the decline in the fishing industry. Andrew Marr, President of the Fishing Vessel Owners' Association, told the sub-committee members while on their visit to Hull last week.

There is no reason why fleets of wet fish and freezer trawlers should not operate from Hull if the EEC fisheries policy is realistically negotiated and positive fishing limits for Britain established. Also, reciprocal arrangements for fishing rights with countries like Norway are required, he said.

Among those giving evidence at Hull were representatives of Hull Fishing Vessel Owners' Association, Hull Fish Merchants' Protection Association, Hull Trawler Officers' Guild, the General and Municipal Workers' Union, the Transport and General Workers' Union, Hull City Council, Humberside County Council, and Bridlington and Flamborough Fishermen's Society.

Andrew Marr, president of Hull Fishing Vessel Owners' Association, refuted any suggestion that supplies of wet fish were being kept as low as possible in order to increase the price of sea-frozen fish. On the contrary, every effort was being made to attract foreign vessels and vessels from other UK ports to land their catches in Hull.

His company, he said, had pioneered the freezing of fish at sea 15 years ago because it was a way of greatly improving the quality of

fish landed from distant waters.

Mr. S. Ellerington, president of Hull Fish Merchants' Protection Association, maintained that merchants had been starved of wet fish. Hull trawlers had been doing off traditional grounds.

"They have no objection to imported fish as they get supplies where and when they can. Recently, a French and one Dutch trawler landed catches of Hull and Polish caught fish had also been handled."

Merchants would welcome Icelandic trawlers at Flamborough, but the Icelanders appear reluctant to land there because they appear to be feared trouble. Wholesalers would like the government to look into unions and local die fish.

Skipper Tom Nielsen, secretary of Hull Trawler Officers' Guild, said members had no objection to decasualisation of the industry if it is done in the way.

If trawlers are given a fixed salary it would reduce the present incentive to catch fish. The industry depends on a 60-mile limit and reciprocal fishing rights.

Skipper Nielsen said the working party set up by the Department of Trade and Industry had accepted the



Members of the sub-committee being shown around the Findus factory in Hull. Mr. Jorgensen, factory manager (in trilby hat), is seen with the chairman of the committee, Dr. Edmund Marshall, on his right.

# HULL: END FOR WET FISH

drink is a serious problem on trawlers. But, said Skipper Nielsen, it is not a big problem in Hull.

David Cairns, national fishing officer for the TGWU, stated that decasualisation of fishermen's jobs would establish them on an equal standing with colleagues ashore.

He thought the cancer of the industry is the method men are chartered trip-to-trip; it is essential fishermen are given more family life. He did not feel that the incentive

system of poundage should be taken away.

Nationalisation would be the salvation of the industry, he thought. It was his union's aim — and it would be in the interests of the country and not just the industry.

Over the past few years about 2,500 jobs in fishing and related industries had been lost, although fish factory jobs had been steady. Development Area status was not seen as of any great value.

Colin Tomlinson, chairman of the Bridlington and Flamborough Fishermen's

Society, stated that the main problem at Bridlington was the over-fishing. There are now too many foreign trawlers fishing off the Flamborough coast and local owners had noticed no change since the introduction of the new 200-mile limit.

Tom Cowling, vice-chairman of the society, remarked that there was a time when a herring shoal 25-miles off Flamborough would last a fortnight. Today, local men are lucky if it lasted four hours because of mass fishing by foreign vessels.

# Bear Isle keeps ports supplied

FLEETWOOD'S distant water supplies last week consisted entirely of Bear Island fish. This highly unusual situation paid off for the stern trawler *Boston Blenheim* and the side fisher *Robert Hewitt*.

Skipper Bob Rawcliffe brought *Boston Blenheim* to port after a 24-day voyage to the area with 1,807 kits, including 1,400 of cod, which sold for £41,531.

*Robert Hewitt*, with Skipper Wally Harrison in command, landed 1,239 kits, including 1,160 of cod the following day, for a grossing of £32,019.

Middle-water supplies were good throughout the week despite extremely heavy weather on the Scottish grounds. Top ship in the section was the stern trawler *Gainga* — normally a distant-water vessel.

She landed 563 kits, including 190 of cod, 200 of haddock, 200 of coley and five of dogs, for a grossing of £15,100.

There was a paying performance by the 132ft. side trawler *Wyre Revenge*. She landed 550 kits — 250 of cod and 220 of haddock — for a grossing of £13,892. Skipper Charlie Scott was in command of *Gavina*, while Skipper Harry Pook took out *Wyre Revenge*.

The stern trawler *Boston Stirling* (Skipper Bill Bridge) was next in line with her catch of 530 kits — five of hake, 115 of cod, 150 of haddock and 200 of coley — selling for £13,310.

The outstanding catch in the 100-110ft. section was landed by *London Town*. Skipper Jack Kelly's trip to the Scottish grounds yielded 326 kits, including 70 of cod, 20 of plaice, 70 of haddock, 10 of coley and 90 of roker, for an excellent grossing of £9,312. This was the biggest roker catch landed at the port for some time and was of top quality.

In the pocket trawler section the accent was on quality rather than quantity. *Starbank* was top in the section with a catch of just 84 kits (including 14 of soles) selling for £3,238.

On the same day *Forwards* landed 101 kits — 20 of cod, eight of plaice, eight of soles, five of roker and 20 of dogs — for £3,024. These vessels worked the Morecambe Bay grounds, while *Resilience* went to the North Channel.

She returned with 92 kits — 25 of hake and 30 of cod — which sold for £3,010.

THE Merseyside McTay Marine yard has won an order to build an 83 ft. side trawler and longliner for Skipper T. Thomas and others of Newlyn. The craft is due for delivery in February.

## TWO TRIPS FROM HULL

TWO HULL trawlers returned from Bear Island for Monday's market and grossed over £41,000 each.

Marr's *Westella* (Sk. R. Beamish), out for 24 days, made £41,690 for 1,491 kits. Hamling's *St. Dominic* (Sk. P. Grayburn) realised £41,326 for 1,470 kits after a 25-day trip.

There were also two landings from North Sea seiners. *Sunderburg* made £4,546 for 141 kits after an 18-day trip, while *Guldborg* — out two days longer — grossed £3,532 for 118 kits.

Average prices per 100lb. kit for codstuffs were: *Sunderburg* £33.36; *Guldborg* £30.25; *St. Dominic* £29.69; and *Westella* £28.32.

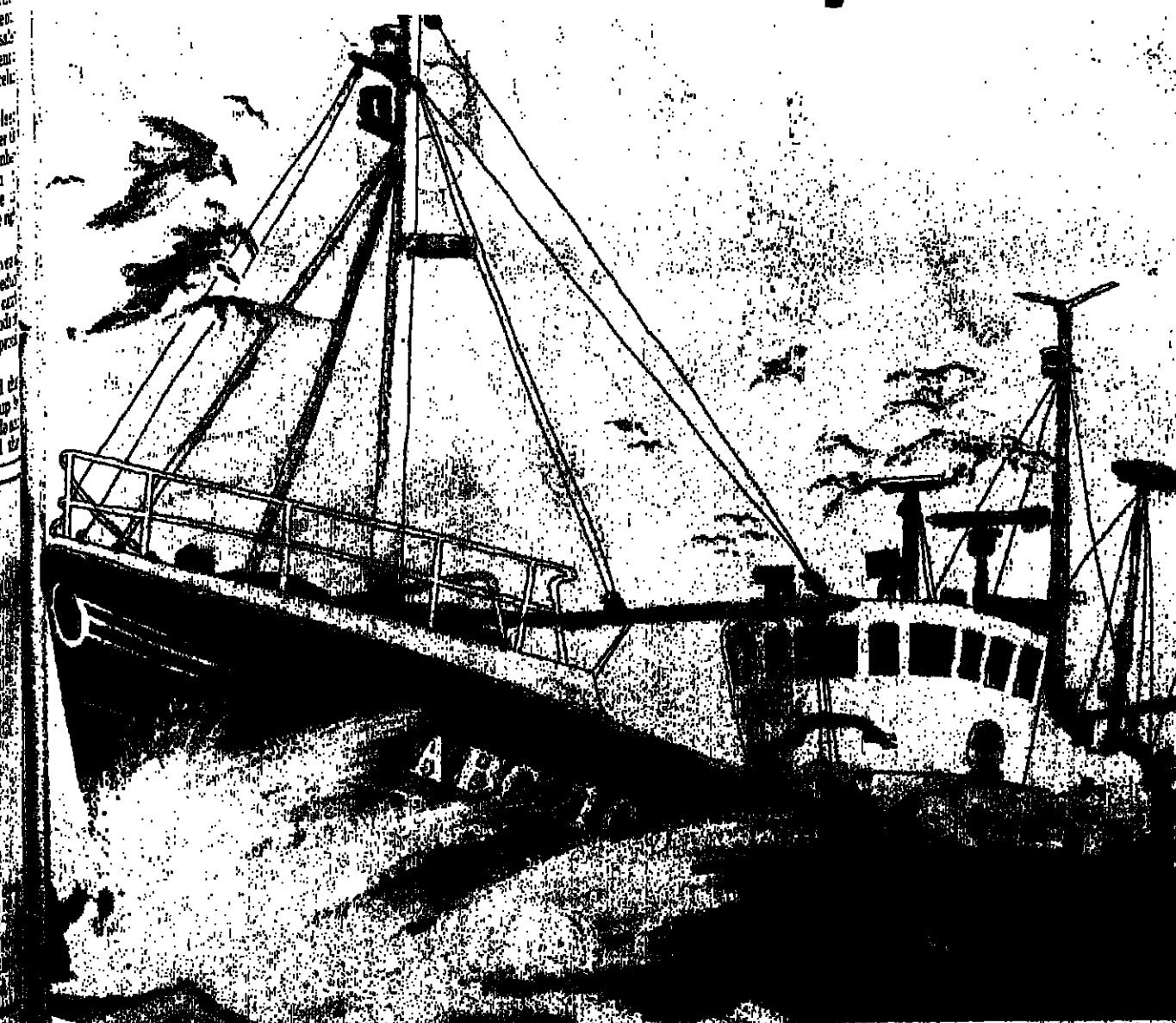
## Back to sea

COLNE'S 245-ton Lowestoft trawler *St. James*, which has been undergoing a refit since the turn of the year, has returned to sea.

*St. James*, the former Grimsby-based *Boston Vanguard*, landed her first catch since the refit this week.

The 204-ton *Antigua* and the 331-ton *Samarian* are being converted for oil work.

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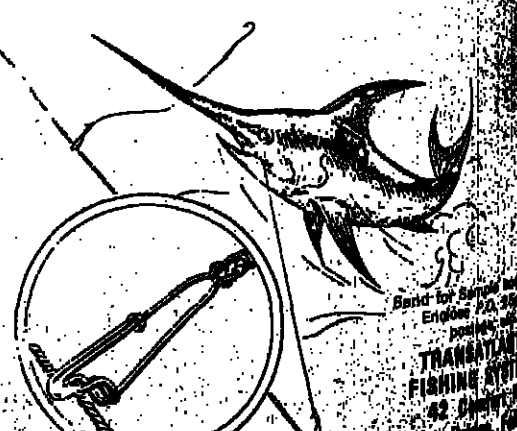
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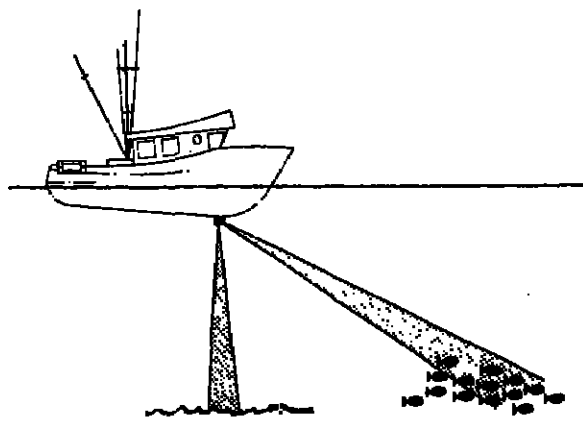
## Shawnee ready

THE Grimsby multi-purpose boat *Shawnee* (above), which sank in Penzance harbour during the mackerel season, is now serviceable after a long refit. The Tom Sleight (F.S.) Ltd. agent vessel will resume her former pair trawling partnership with older sister *Mohave*. Her first trip to sea after the long break was, however, to the Thames where she took part in the fisheries demonstration on Tuesday. She sailed with *Mohave* and the distant water trawler *Ross Kashmir*, owned by BUT.



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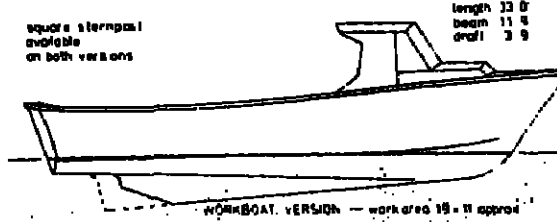
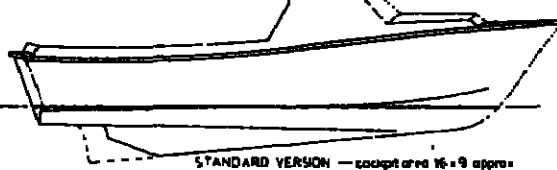
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# MORE DEATHS IN PORT NOT MADE SAFE

TWO witnesses stressed the need for quayside boarding ladders and safety measures at Penzance harbour during inquests last week. The inquests were being held into the deaths of two fishermen in their 20's from the North Shields trawler *Cherry Burton*.

Verdicts of accidental death were recorded on 25-year-old Terence Patrick Crane of Hull and John Lloyd (28) of South Shields. They fell into the harbour and drowned while returning to the boat in the early hours of mornings in February and March.

Mr. Crane, who had been married just six months, died in an accident on March 21; his body was found on March 24. Dr. Frederick Hocking, the county pathologist, said that death was due to drowning in sea water.

There was a blood alcohol level of 189 milligrams per 100 millilitres. This indicated a mild degree of intoxication and he was possibly somewhat unsteady on his feet, but not drunk and incapable. This total could have been increased by about 40 milligrams through being in the water for some time.

The licensee of the Dock Inn, Penzance, John Eric Britten, said there was a private party for members of

the crew of the boat. Mr. Crane left about 12.45am.

Answering Mr. P.H. Lancaster, representing the Crane family, Mr. Britten said he thought Mr. Crane was fit to go on his own otherwise he would not have let him go.

"The witness also spoke of the difficulty in getting from the quay to *Cherry Burton* as there was another boat between the trawler and the pier."

The past winter had seen a build-up of the fishing industry at Penzance. "I can only hope we can learn from our mistakes and provide more safety measures for next winter", he said.

"I hope the lock gates will be operating and safety measures, by way of steps to get out of the harbour, are provided. Otherwise, we are bound to get a recurrence."

Lionel Matthews, a member of a Penzance diving time who found the body, said he understood Mr. Crane was a non-swimmer.

Mr. Matthews was commended by the coroner for his efforts.

There was no evidence to show how Mr. Crane came to be in the water, but he was undoubtedly trying to rejoin his boat. It was dark and fairly low tide.

John Lloyd of South Shields was lost overboard on February 3 and found on February 27.

Identification, said Dr. Hocking, was just possible

from the features and made certain from tattoo marks. Blood alcohol estimation was 320 milligrams per 100 millilitres.

"At this very high level the deceased would have been intoxicated, unsteady on his feet and mentally confused", said the pathologist. But immersion may have caused 30-40 milligrams of this total.

In his opinion death was due to drowning in sea water following a blow on the head whilst under the influence of alcohol.

David McIntyre Stewart (20), a North Shields fisherman also from *Cherry Burton*, told the coroner that he

went with Mr. Lloyd February 2 to last 21 houses and a club, but several drinks.

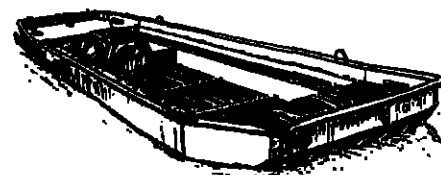
The skipper of *Cherry Burton*, Colin Herbert (27) of South Shields, was in the mess when he heard a thump on the foredeck. He fetched a ladder and saw Lloyd face down in the water, but with no life.

"I stripped off and went down the ladder and got out of the water", he told the coroner. He tried to get around Mr. Lloyd but couldn't hold him because the cold.

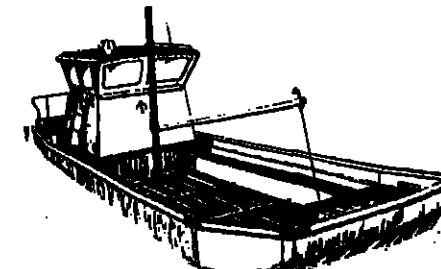
Mr. Pearce was then out by the mate, and Lloyd's body floated up.

The skipper said that fact there were no facilities for fishermen at Penzance harbour, by ladder from the quay meant they had to jump from the wheel to the pier. When the tide rose on the tide he was almost useless.

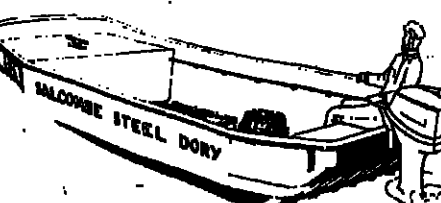
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FREE ESTIMATES

# Freezers— Boyd still in the lead

BRITAIN'S biggest trawler, Boyd Line's 280 ft. *Arctic Galliard*, has lost her lead in the freezer trawler challenge trophy contest. But a Boyd Line ship is still top.

The firm's *Arctic Freebooter* has moved into the lead from second, while *Arctic Galliard* is now down in seventh place. BUT's *Orsino* went into second spot and she is 675 points behind the leader. The latest list of placings for the freezer contest, covering up to the end of March, was issued last week and 39 trawlers are taking part. The top 20 are given below, with their total catch and points.

	Tonnes	Points
1 <i>Arctic Freebooter</i> (Boyd, Hull)	783.2	10,718
2 <i>Orsino</i> (BUT, Hull)	1,840.9	10,138
3 <i>Princess Anne</i> (Boston, Hull)	1,728.4	9,956
4 <i>Pot</i> (BUT, Hull)	902.6	9,847
5 <i>Northella</i> (Marr, Hull)	819.9	9,763
6 <i>St. Jason</i> (Hauling, Hull)	722.7	9,678
7 <i>Arctic Galliard</i> (Boyd, Hull)	1,942.4	9,495
8 <i>Marbella</i> (Marr, Hull)	981.2	9,315
9 <i>Southella</i> (Marr, Hull)	606.3	8,951
10 <i>Dune</i> (BUT, Hull)	824.9	8,817
11 <i>St. Jasper</i> (Hauling, Hull)	678.1	8,743
12 <i>St. Fred Parkes</i> (Boston, Hull)	564.2	8,528
13 <i>St. Jerome</i> (Hauling, Hull)	611.1	8,511
14 <i>Erinella</i> (Marr, Hull)	506.3	8,344
15 <i>Kirkella</i> (Marr, Hull)	590.8	8,151
16 <i>Imman</i> (BUT, Grimsby)	571.1	7,676
17 <i>Loss Illustrious</i> (BUT, Grimsby)	482.9	7,524
18 <i>Carolanus</i> (BUT, Hull)	623.4	7,417
19 <i>Lady Parkes</i> (Boston, Hull)	440.8	7,320
20 <i>Arctic Raider</i> (Boyd, Hull)	459.7	7,194

# BOAT HITS THE ROCKS

A NORTH-EAST Scottish crew was hauled ashore by coastguards after their 70ft. boat ran aground just after leaving Fraserburgh last week.

The Banff-registered *Coronata* went ashore on rocks despite frantic warning shouts from George Buchan, a retired fisherman who had

been watching the boat through his binoculars.

A crowd gathered to watch the drama as vain attempts were made to free the trawler. *Girl Pat* tried to tow her after getting a line aboard via the small workboat *Whitelink*, while *Fairweather* and *Sparkling Star* stood by.

Only after three hours, when the tide started to ebb in worsening weather, did the six-man crew of *Coronata* decide to "call it a day" and contact coastguards for assistance.

Members of Cairnbulg coast rescue team and Fraserburgh regulars attended the scene and fed a line to the crew, pulling them and their liferaft to safety.

The trawler was eventually freed on the fourth attempt at 4.30 a.m. on the Tuesday by *Fairweather*, *Sparkling Star* and *Whitelink*. She was escorted back to Fraserburgh.

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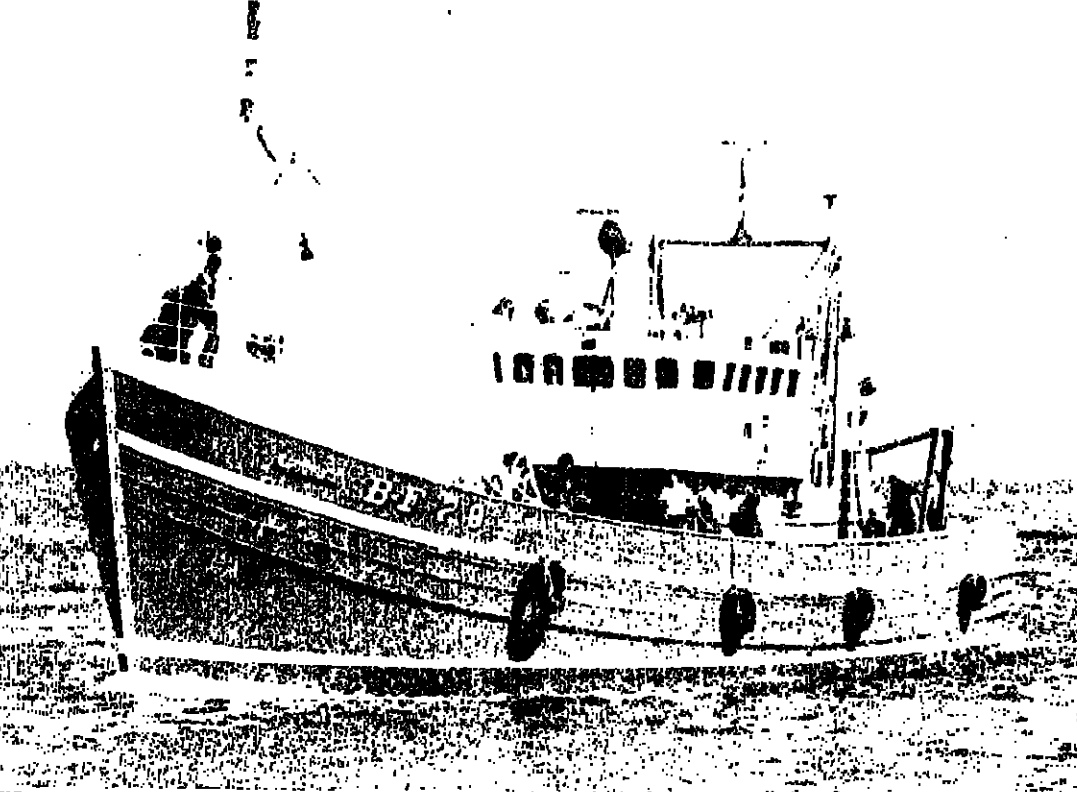
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## Forbes' latest nearly ready

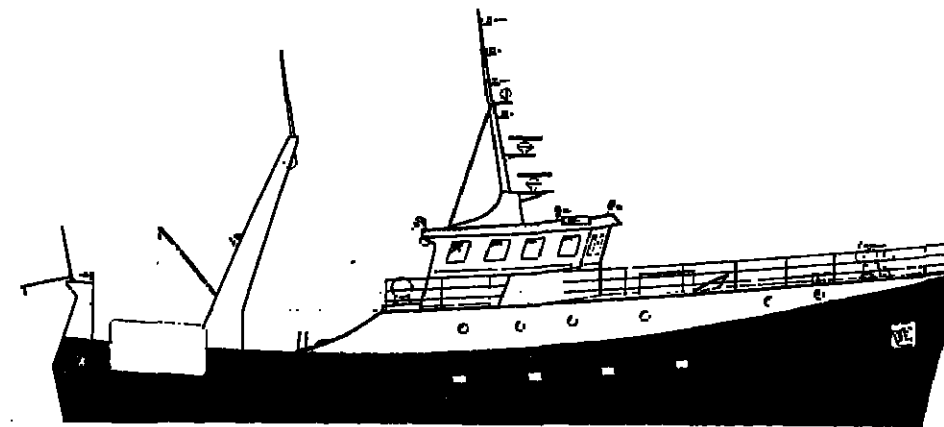
*BOUNTIFUL*, the latest boat from the Sandhaven yard of J. and G. Forbes, is now in Fraserburgh harbour for final fitting out work.

She was launched early this month for partners James Watt and Forbes West. She will be skippered by James Watt of Gardinstown.

*Bountiful* (BF 79) has an overall length of 86 ft. and beam, 23 ft. She is powered by a Mirless - Blackstone diesel of 750 bhp.



## Now. A new family of stern trawlers from Campbelltown



## following the remarkable success of their seiners

Shortly to be completed at Campbelltown is a stern trawler, incorporating many completely new design features, for a Faroese partnership. Since building began, Faroese skippers have ordered three more to the same design. These will be the first of a new line of potential winners which could prove no less successful than the famous Campbelltown range of seiner/pair trawlers.



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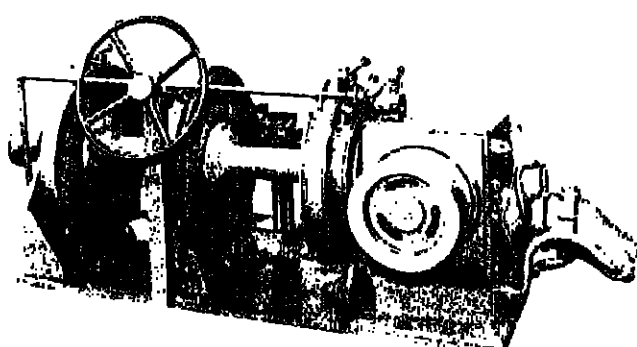
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# Campbeltown's 75 footer for Aberdeen FIRST OF A 'PAIR' FOR DON

THE FIRST of two seiner-trawlers being built by the Campbeltown Shipyard for the Don Fishing Co. has joined the Aberdeen fleet.

Named *Shielwood*, the 75-footer will fish under Skipper Robert Malcolm. The boat will be seine netting from Aberdeen, but she is capable of pair trawling for bottom or pelagic species.

Skipper Jack Reid will take over the sister-ship — scheduled for completion in September — and the two vessels could well work as a pair trawling partnership.

The Don Fishing Co. is a subsidiary of the John Wood Group (Aberdeen) Ltd. and the two vessels have been built as part of the group's recent move into inshore fishing.

### Success

Some 40 inshore vessels are now handled by the group's subsidiaries at various Scottish ports.

One of the more unusual features of *Shielwood*, and her sister-ship, is the choice of Deutz propulsion engines. A spokesman for the Wood Group told *Fishing News* that this decision had been made because of the success of three other Deutz-powered boats managed by the group.

This is the trio of 75ft. Macduff-based seiner-trawlers *Hesperus*, *Vesper* and *Lorna* built a couple of years ago in Aberdeen for skippers Michael Watt, John Watt and Alexander West.

They are powered by the model SBF 12 M 716 U vee-form, 12-cylinder, engine and the same type has been fitted to *Shielwood* and her sister-ship.

*Shielwood* is similar in hull form to other vessels of the same size built at Campbeltown and has a length between perpendiculars of 67ft., moulded beam 21ft., moulded depth amidships 10ft. 6in. and extreme draft 9ft. 6in.

Of round barge form, she has a cruiser stern, raked soft nose stem and whaleback. Tonnage under Part IV Registry is just under 50.

She has been built to White Fish Authority approval and complies with the Department of Trade Fishing Vessel (Safety Provisions) Rules 1975.

Her construction is of all-welded, Lloyd's-tested, mild steel and all the plates and sections were shot-blasted and primed. Also they were treated on both sides with Metalife anti-corrosion compositions.

A Northern Tool and Gear 'Mastra' Mk. II seine and trawl winch is located on *Shielwood's* deck forward, and the trawl drums (temporarily removed) have capacity for 800 fathoms of 1.5in. circ. wire.

Its Downmatic hydraulic motor is fitted on the outside of the winch and is driven by the Dowty pump at the fore end of the Gardner auxiliary engine.

Fishing Hydraulics (Scotland) Ltd. supplied the seine rope storage reels, power block and crane

assembly, also the discharge winch.

With capacity on each drum for 17 coils of 3/4in. rope, the reels have hydraulic braking controlled from a panel below the whaleback or from the wheelhouse.

The reels can also be stopped, started and put into reverse from the control panel below the whaleback and they can be surged from the wheelhouse.

The Rapp 24RA 2300 power block, fitted aft of the deckhouse, is hung on a Hiab 550 crane, and the model FH 124A discharge winch is fitted on the after end of the whaleback.

Fishing Hydraulics also supplied the two Vickers double pump units and their hydraulic circuits.

One section of the pump unit on the Gardner auxiliary engine drives the power block and the other section powers the Hiab crane, rope reels and discharge winch.

Standby power for the deck machinery is provided by the double pump unit on the Lister auxiliary engine.

One section drives the Mastra winch or the power block and the other section powers the crane, rope reels and discharge winch. A beceles rope coiler is carried for standby use, and a manual anchor winch is fitted on the whaleback.

### Shelter

A Simpson fish washer is positioned just forward of *Shielwood's* deckhouse. The main deck is sheathed with Douglas fir, and the gutting shelter, foremast, mizzen mast and discharge derrick are all of aluminium.

Chalmit rubber-cased floodlights are carried on the superstructure. The 3,600 cu. ft. fishroom is arranged at its fore and after ends for boxing and is fitted with aluminium posts and boards. Steelwork behind the linings and insulation was treated with Metalife paints.

The fishroom is insulated on deckhead, sides and fore bulkhead with foam, and on the after bulkhead with rockwool and foam.

Deckhead and all verticals are faced with aluminium

sheet and the fishroom is served by a steel hatch with an aluminium cover.

Fish finding aids include Elac LAZ 72 Echograph and LAZ 62 Fishlup, and Furuno FUG11 Universal Graph echo sounder.

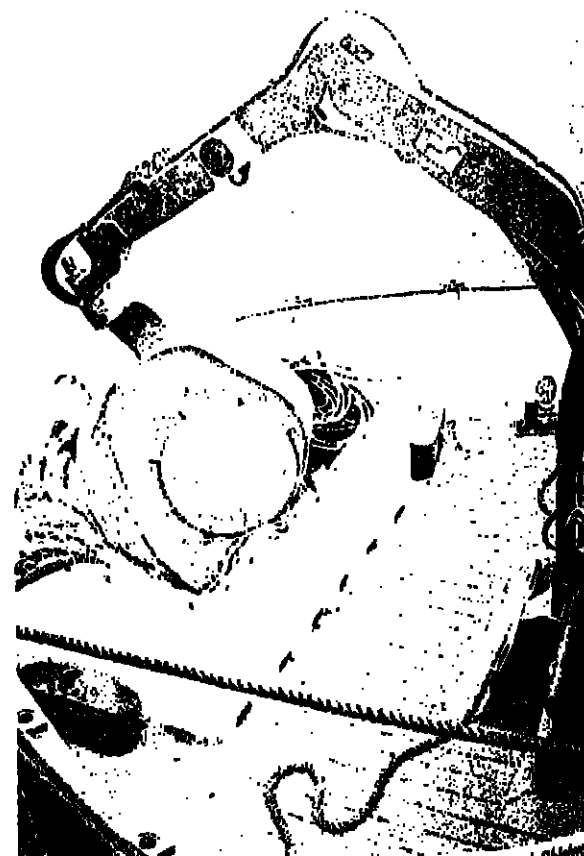
The two Elac units, supplied by Woodsons of Aberdeen Ltd., were introduced last year and are smaller and more compact than earlier Elac equipment yet are still powerful. The ceramic transducers are more efficient than the earlier nickel stack types.

*Shielwood* is the first vessel in the UK to be fitted with the LAZ 62 Fishlup, although some other boats already have the LAZ 72 Echograph.

In this installation the two units operate at a frequency of 30 kHz and have a power output of one kW.

The fishlup is shortly to be fitted with steady picture and bottom lock equipment and, in addition, the fishlup is to have a pulse generator so

*Continued overleaf*

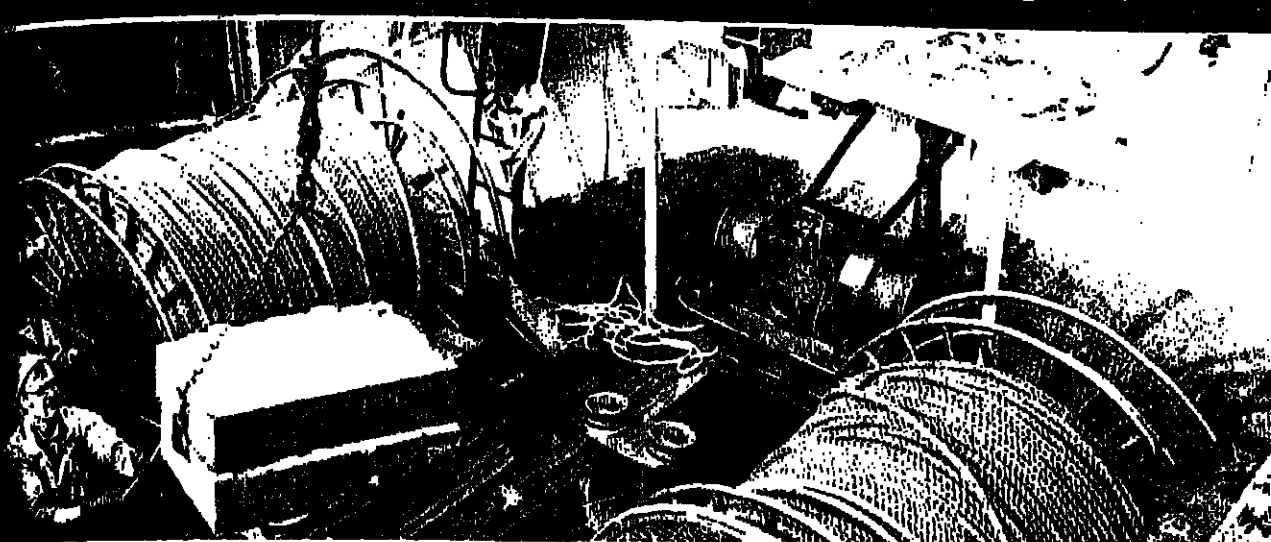


Rapp power block hung on the Hiab crane aboard *Shielwood*

## ELAC

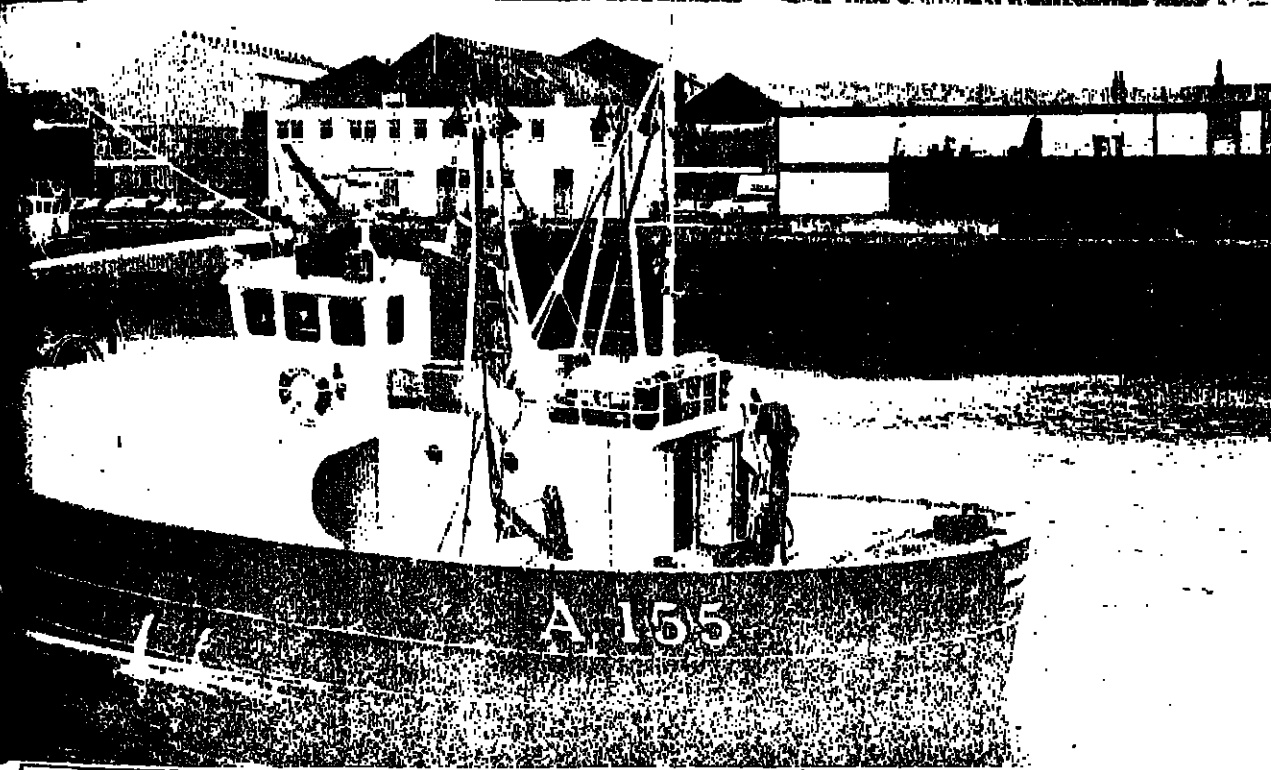
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## Shielwood's 75 footer for Aberdeen



Right: *Shielwood's* maiden catch comes ashore at Aberdeen. She is fitted with Fishing Hydraulics rope reels.

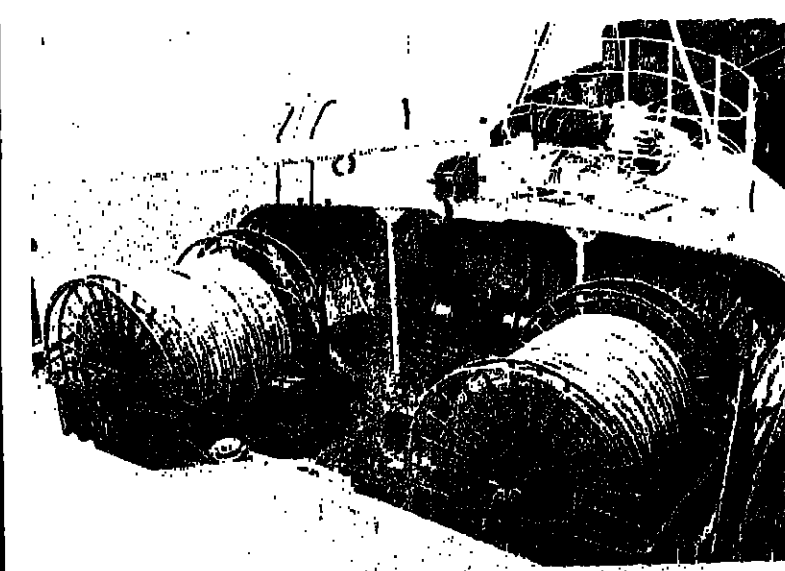
Below: *Shielwood* at her home port. She is powered by a German-made Deutz diesel of 460 bhp.



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## FIRST CHOICE FOR HYDRAULIC DECK MACHINERY AND SYSTEM DESIGN

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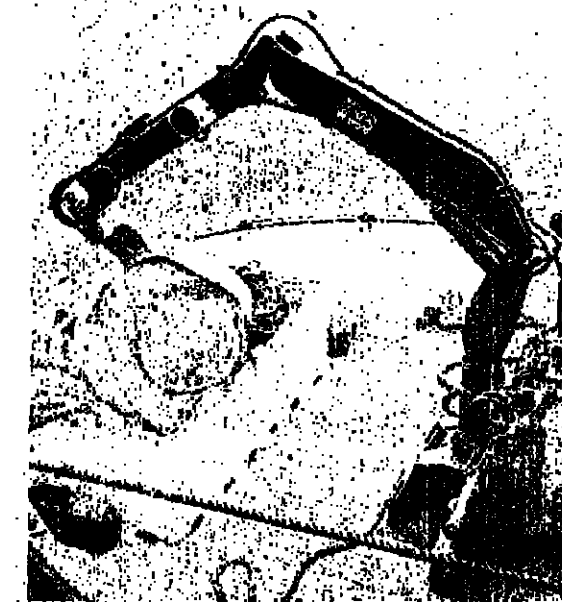
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We are also supplying the *SHIELWOOD's* sister ship (*Campbeltown 038*) with identical systems and deck layout.



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# CHECK YOUR RATIONS!

I WAS SENT a tin of lifeboat rations the other day.

It was enclosed in a cardboard box on which was printed 'The ration must be stored in the cardboard box and 'Replace within five years from production date'. Stamped on the box was June 1976.

The tin's contents were shown as 20 biscuits and 20 glucose blocks which had

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

been made in Bergen, Norway, to the requirements of the Department of Trade and Industry, London.

Receipt of this present induced me to examine two tins of emergency rations made in Holland which I acquired several years ago and which were not encased in cardboard boxes.

One tin bore the legend 'Vitaminised Emergency Rations', the other: 'Raft Rations - Vitaminised Food Tablets and Dextrose Squares'. Stamped on one tin was Jan 61 and on the other Mei 61.

I thought the contents of these tins would last a lifetime, since they were hermetically sealed in tin foil, but the notice on the Norwegian box seemed to in-

dicate that this might not be so.

I accordingly tore the tin foil, which appeared intact, from both tins and discovered that their contents were putrid.

Should you, therefore, find that you are carrying lifeboat

or raft rations which do not have their replacement date clearly displayed, it might be as well to replace them without delay.

Otherwise you might find yourself adrift one day in reproachful and hungry company.

## Portable sounder

"I HAVE an open boat but I've got a 12 volt starting battery from which I want to run off a small echo sounder.

"I want a sounder that I can fit in a bracket and take home with me when I go ashore in case it gets nicked.

"Where do you think I could get a good one that's not too expensive?"

An ND-200 sounder which can be run off your battery might suit you very well.

It is unusually compact, weighs only about 8 lb. and is so designed that you can easily detach it from its bracket and take it home with you.

You can take soundings and detect fish with it in four ranges, in depths to about 80 fathoms, and it is said to incorporate facilities which enable you to detect fish on the bottom without difficulty.

The 200 kHz instrument displays echo signals either on dry recorder paper or by means of a flashing light, and its power consumption is minimal.

### Price

It also has additional merits and refinements not usually found in sounders of this type.

Current price and further particulars about it are obtainable from Grange Marine Services Ltd., The Studio, Burnfoot Lane, Falkirk, Scotland.

## Before you buy a radio telephone

"I HAVE AN opportunity to buy a radio telephone secondhand and I want purchase and install it in my boat as soon as possible.

"However, the chap who has offered it to me says that I will have to pass some sort of test before I can use it.

"If this is a fact, can you tell me what I will have to know to pass it?"

Before you can use the set legally you will have to hold either a General or a Restricted Certificate issued by the GPO.

### Practical

A Restricted Certificate states that the holder has been examined in radiotelephony and has passed in: practical knowledge of the adjustment of radio telephone apparatus; practical knowledge of radio telephone operation and procedure; and sending and receiving spoken messages correctly by telephone.

General knowledge of the regulations applying to radio telephone communications and particularly those regulations relating to the safety of life is also required.

The examination consists of practical and oral tests. Candidates are required to: operate a radio telephone installation, including changing frequency, varying the power of the transmitter and charging batteries; possess a knowledge of radio telephone procedure in general and the distress regulations in particular; maintain a radio telephone log; and send and

receive messages by telephone.

A General Certificate states that the holder has been examined in radio telephony and has passed in: knowledge of elementary principles of radiotelephony; detailed knowledge of the practical operation and adjustment of radio telephone apparatus; sending and receiving spoken messages correctly by telephone; detailed knowledge of regulations applying to radio telephone communications and particularly to those relating to the safety of life.

The examination also consists of practical and oral tests. Candidates are required to: have an elementary theoretical knowledge of

radio telephone transmission and receivers including: operation and application of microphones, headphones, loudspeakers, modulators, oscillators, detectors and amplifiers.

### Maintenance

They must operate radio telephone installations including changing frequency and varying the power of transmitter; carry out maintenance on the equipment — battery maintenance — tracing and fault finding — simple valve and fuse tests.

In addition they must have detailed knowledge of radio telephone procedure and distress regulations and a radio telephone log and send and receive messages by telephone.

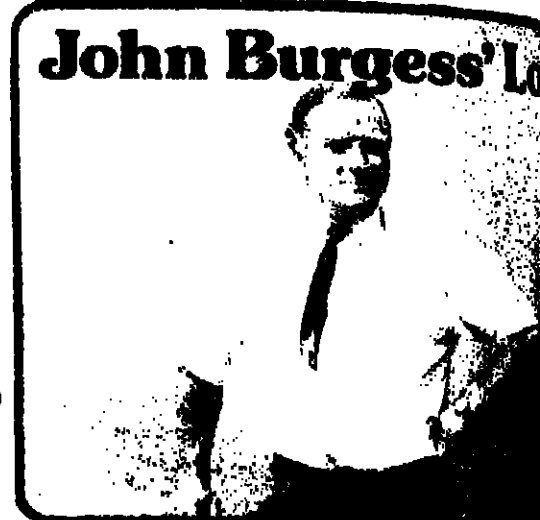
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## MULTI-PITCH PROP GUIDE

A RANGE of multi-pitch propeller systems, from a simple outside mechanically adjustable propeller to a fully controllable pitch system developed by the Marine Propulsion Division of Newage Engineers Ltd., is described in a new brochure.

The publication is freely available to naval architects, engine distributors and shipyards engaged in the design, powering and construction of vessels of engine horsepower in the range 300 bhp to 1,000 bhp, in particular fishing vessels.

In a preface, Newage says: "To achieve efficient and economical operation of any vessel — particularly in terms

HUGE landings of white fish continue to be made at Peterhead. In May some 7,583 tonnes of fish sold for a record £3,450,097.

James Skene, vice-chairman of the harbour trustees, has complimented fishermen and buyers for their part in the port's prosperity.

Harbour collector, James Buchanan, recently said: "We are now running neck and neck with Aberdeen."

In May last year, 6,505 tonnes of fish worth £1,813,612 came ashore.

During the month several newcomers joined the already enormous fleet of seiners and trawlers based at the port. One of the more unusual arrivals was the 87ft. Northern Irish trawler Green Field which has landed several catches from the Shetland grounds — including a nice haul of whiting.

### Skipper

The boat was completed by Herd and Mackenzie of Buckie earlier this year for Victor Chambers and his son, William. She is fishing under Skipper Tom Stephenson with William sailing as mate.

Green Field is shortly expected to team up for white fish pair trawling with her sister-ship, Green Isle II, now nearing completion at Buckie for Hayden and Harry Chambers.

Two other vessels which have switched to white fish pair trawling from Peterhead are the Mallaig purse seiners Crystal Sea II and Silvery Sea under skippers James and Alexander Manson.

Restrictions on herring catching have persuaded the skippers to try this alternative fishery and they are having encouraging results from the north of Shetland grounds where the majority of the Peterhead-based pair trawlers are working.

On May 5 the new 74ft. Buckie seine netter Aeolus made an excellent start to her career when she landed a catch of 670 boxes, including 200 boxes of cod, Aeolus was built by the Macduff Boat-building and Engineering Co. for Skipper George Findlay.

Good shows of cod were put ashore by both seiners and trawlers during the month. On May 17 the 72ft. wooden seiner Sunbeam, fishing under Skipper William Smith of Lismouth, put ashore a total of 630 boxes, 497 being cod.

There were 482 boxes of cod among a 640-box catch from Skipper Ian Sutherland of Hopen and the 80ft. seiner Kestrel on May 10. Last year Kestrel was Scotland's top seine netter with a grossing of £261,321.

The Lerwick vessel Aurella landed 458 boxes of cod out of a total catch of 468 boxes on May 26.

Right at the end of the month the Peterhead pair trawlers Sparkling Star and Fairweather V, under

## PETERHEAD a monthly report

skippers John Buchan and John Alec Buchan, landed a huge catch of 1,205 boxes between them after only a week's fishing. This included 846 boxes of cod.

In general the white fish pair trawlers fared better towards the end of May than they had done earlier.

Poor weather in April and May forced them to make trips of 10 days to get in any good fishing but, lately, they have had reasonable returns for only a week's work. One partnership had a grossing between them of £34,000.

Pairs of Peterhead vessels now working the white fish pair trawl include Antares and Starcrest, Morning Dawn and Unity, Sereno and Sundari, Faithful II and Ugievale II, and Fairweather V and Sparkling Star.

Visiting teams include the Fraserburgh craft Constellation and Accord, and Dayspring and Ocean Crest.

One skipper said: "Pair trawling is really going to be the big thing in the future."

Also getting well into the swing of things are Skipper Peter Johnstone and the 97ft. seiner Persevere. During May they landed two trips of 590 and 558 boxes.

Persevere returned to seine netting early in the year and has landed most of her catches in Peterhead. Her crew, who come mainly from North Shields and the south-east of Scotland, say they have every confidence in Persevere and are pleased with her performance in rough weather.

Formerly Silver Lining, Persevere was lengthened last year to upgrade her stability characteristics.

Another vessel back in service after a long lay-up is the 86ft. Peterhead boat Juneve IV (Skipper William Strachan).

Her steelwork along one side was damaged when she was washed up against a breakwater after her gearbox failed to operate.

Major repairs were carried out by the Peterhead firm of Wood and Davidson Ltd. In addition, she has been fitted with an aluminium shelterdeck by A. F. Engineering (Scotland) Ltd. and seine rope reels by the Lissie Hydraulic Co. of Falkirk. Juneve IV was built as Calvados in London two years ago.

Haddock conservation is still a major subject of discussion. There has only been a very slight cut-back in the amount of haddock being brought in, despite the new restrictions on landing ungutted fish.

One leading seine net

skipper said that better conservation could be achieved if haddock fishing was banned for a year or two in certain areas: 'the Jungle' has a lot of small fish, he said.

The shrimp fishery has not been as prolific as was forecast, with bad weather messing up the start of the season.

However, fishing has picked up and, although landings in May were down on last year, the value is up a little. Peterhead boats shrimping have included Achilles, Bright Dawn, Constant Friend, Devotion, Kathleen, Morning Star, Starlight, Summer Dawn and Supreme.

### Purser

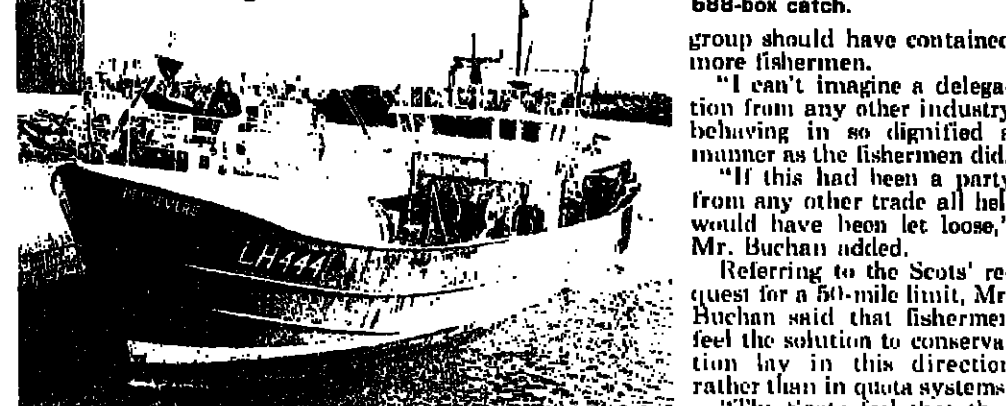
A significant catch landed at the end of May came from the locally-owned purse seiners Lunar Bow and Vigilant (Skippers John and William Buchan). They put ashore 350 units of mackerel which had been caught in the North Sea.

The fish were bought for human consumption at prices ranging from £11 to £14.20 a unit by the firms of R. Croan and Sons and George Law.

Vigilant and Lunar Bow, and also the purser Pathway (Skipper Alex Buchan), had earlier been trawling for blue whiting — fishing as far afield as Faroe — but a shortage of fish had forced them back to



Above: the two Mallaig purse seiners Silvery Sea and Crystal Sea II have switched to white fish pair trawling. Left: Persevere soon after landing a 598-box catch.



group should have contained more fishermen. "I can't imagine a delegation from any other industry behaving in so dignified a manner as the fishermen did. "If this had been a party from any other trade all hell would have been let loose," Mr. Buchan added.

Referring to the Scots' request for a 50-mile limit, Mr. Buchan said that fishermen feel the solution to conservation lay in this direction rather than in quota systems. "The Scots feel that they are the only people sticking to quotas and to regulation net mesh sizes," he said.

"The catching methods of the Scots — and the method of landing fish at Peterhead — is the finest in the world," Mr. Buchan commented.

"But it looks as if the Scottish fishing industry is going to be sacrificed to the EEC."

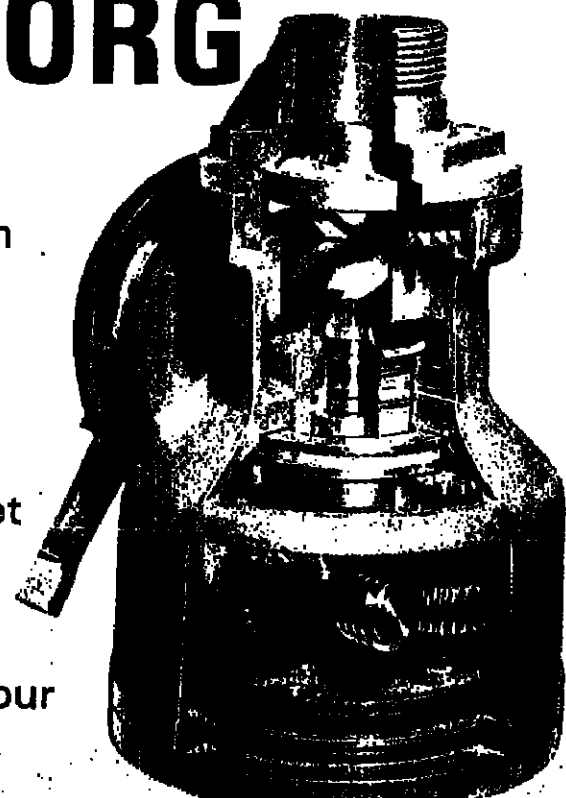
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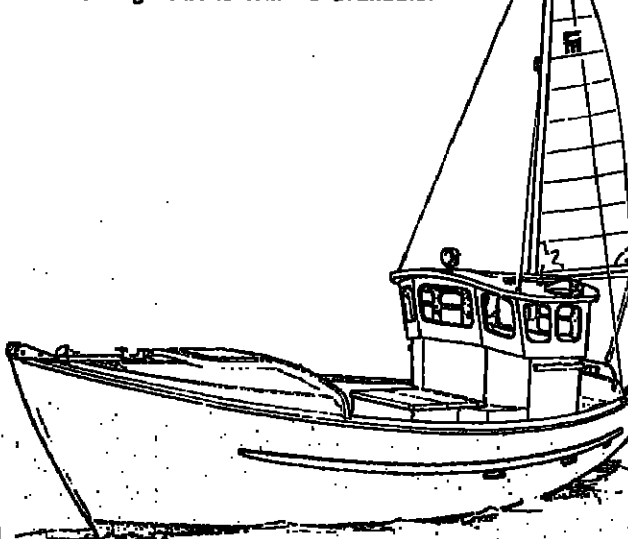
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John Burgess



# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£50,898: Ross Rodney, BUT (Sk. G. Carsberg), 1,939k, BI, 24 days.  
£50,755: Vivaria, BUT (Sk. R. Kuz), 1,841k, BI, 24 days.  
£35,001: Belgium, Boston (Sk. J. Stevens), 1,247k, WS/BI, 28 days.  
£34,926: Ross Kipling, BUT (Sk. W. Ferrand), 1,210k, BI, 24 days.  
£32,576: Aldershot, Consol (Sk. A. Call), 1,292k, WS/BI, 22 days.

### Middle water

£28,591: Ross Jaguar, BUT (Sk. B. Speck), 1,057k, W, 17 days.  
£20,696: Ross Panther, BUT (Sk. W. Stokes), 737k, W, 16 days.  
£18,266: Ognano, Taylor (Sk. R. Penketh), 805k, W, 18 days.  
£17,867: Tokio, Taylor (Sk. J. Gladwell), 742k, W, 17 days.  
£16,611: Ross Tiger, BUT (Sk. D. Avery), 653k, W, 15 days.

### North Sea

£3,490: Loveden, Lindsey (Sk. J. Ireland), 112k, NS, 10 days.

### Seiners

£7,961: Linda Lise, Richardson (Sk. C. Olesen), 210k, NS, 15 days.  
£7,700: Edlet, Danbrit (Sk. L. Gravesen), 240k, NS, 16 days.  
£7,202: Saxon King, Sleight (Sk. B. Emerson), 234k, NS, 17 days.  
£7,016: Macandi, Sleight (Sk. L. Højberg), 218k, NS, 15 days.  
£6,733: Gladness, Jubilee (Sk. J. Olesen), 217k, NS, 16 days.  
£6,414: Carlo, Jubilee (Sk. G. Hansen), 244k, NS, 17 days.  
£6,141: Maxwell, Sleight (Sk. P. Terkildsen), 191k, NS, 17 days.  
£6,037: Nordland, Allard Hewson (Sk. K. Bruum), 156k, NS, 17 days.

### Pair teams

£13,239: Jean Scott, (Sk. P. Scott), 428k, and  
£11,712: Golden Venture, (Sk. A. Pulfrey), 393k, both John R., NS, 15 days.  
£2,850: Anna Michelle, (Sk. M. Josefson), 77k, and  
£1,253: Sinia Jane, (Sk. D. Buley), 34k, both John R., NS, broken trip.

### HULL

£59,260: Hammond Innes, Newington (Sk. W. Brettell), 2,016k, BI, 22 days.  
£46,824: Arctic Cavalier, Boyd Line (Sk. C. Walker), 1,658k, BI, 24 days.  
£40,975: Ross Sirius, BUT (Sk. D. Whiting), 1,450k, BI, 23 days.  
£34,214: Ross Leonis, BUT (Sk. J. Berry), 1,137k, BI, 23 days.  
£29,768: Kingston Beryl, BUT (Sk. K. Nielson), 1,127k, BI, 25 days.

### FLEETWOOD

#### Bear Island

£41,531: Boston Blenheim, Boston (Sk. R. Rawcliffe), 1,607k, 24 days.  
£32,019: Robert Hewett, Hewett (Sk. W. Harrison), 1,239k, 24 days.

#### Homewater

£15,100: Gavina, Marr (Sk. C. Scott), 563k, 15 days.  
£13,892: Wyre Revenge, Wyre (Sk. H. Pook), 550k, 15 days.  
£13,310: Boston Stirling, Boston (Sk. W. Bridge), 530k, 16 days.  
£9,312: London Town, Hewett (Sk. J. Kelly), 326k, 16 days.  
£8,813: Norina, Marr (Sk. F. Wilson), 308k, 14 days.  
£7,371: Andrew Wilson, Hazel (Sk. F. Thompson), 320k, 13 days.  
£5,789: Resound, Ward (Sk. C. Pook), 314k, 13 days.  
£3,239: Starbank, Ward (Sk. A. Hudson), 84k, 12 days.  
£3,024: Forads, Ward (Sk. W. Phillips), 101k, 12 days.  
£3,010: Resilience, Ward (Sk. D. Bailey), 94k, 14 days.

### ABERDEEN

£26,251: Clarkwood, Wood (Sk. S. Thomson), 1014k, F, 12 days.  
£19,498: Grampian Monarch, North Star (Sk. R. Catto), 729k, S, 14 days.  
£18,594: Grampian Chieftain, North Star (Sk. R. Leiper), 708k, S, 12 days.  
£17,177: Starwood, Wood (Sk. J. Hird), 561k, F, 15 days.

£15,202: Glen Coe, J. Marr (Sk. J. Simpson), 971k, S, 14 days.  
£12,068: Ben Gairn, Irvin (Sk. P. Beattie), 389k, F, 15 days.

### LOWESTOFT

£12,050: Suffolk Crusader, Small (Sk. A. Blowers), 422k, NS, 15 days.  
£10,200: St. Georges, Colne (Sk. R. Jonas), 368k, NS, 12 days.  
£10,070: Constance Banks, Small (Sk. D. Athorn), 404k, NS, 15 days.  
£9,918: Boston Coronet, Boston (Sk. W. Barnard), 342k, NS, 12 days.  
£9,475: St. Mark, Colne (Sk. J. Kelly), 361k, NS, 13 days.  
£9,274: Underley Queen, Talisman (Sk. M. Reeder), 322k, NS, 13 days.

### NORTH SHIELDS

£16,024: Ben Strome, Irvin (Sk. J. Spencer), 33,719k, NS, 17 days.  
£11,812: Conduan, Irvin (Sk. N. Morse), 24,597k, NS, 5 days.  
£11,094: Ben Chourn, Irvin (Sk. T. Jamieson), 30,113k, NS, 14 days.  
£5,215: Lathian Rose, Irvin (Sk. A. Clark), 10,655k, NS, 4 days.  
£4,584: Sharon Vale, AF (Sk. D. Moodie), 9,525k, NS, 3 days.  
£4,544: Good Design, AF (Sk. J. Watson), 11,000k, NS, 3 days.  
£4,363: Ocean Triumph, AF (Sk. I. Murray), 8,681k, NS, 3/4 days.  
£3,983: Scarlet Chord, Irvin (Sk. T. Buchanan), 8,220k, NS, 3 days.  
£3,761: Ina McBain, AF (Sk. J. Fleming), 8,087k, NS, 3/4 days.  
£3,079: Nova Spero, AF (Sk. D. Fairney), 6,322k, NS, 3 days.  
£4 days.  
£2,833: Star of Hope, AF (Sk. P. Jarron), 6,991k, NS, 3 days.  
£2,687: Freedom, AF (Sk. D. Johnston), 8,631k, NS, 3/4 days.  
£2,239: Rose of Sharon, AF (Sk. A. Moodie), 6,112k, NS, 3/4 days.

### GRANTON

£16,628: Arctic Invader, Liston (Sk. J. Robb), 895k, NS, 13 days.  
£16,056: Arctic Explorer, Liston (Sk. J. Banyard), 850k, NS, 12 days.  
£9,875: Arctic Crusader, Liston (Sk. P. Wanless), 895k, NS, 13 days.

KEY: BI Bear Island; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; R Rockall; S Shetland; W West of Shetland; WC West Coast; WS White Sea. Sk Skipper; k kits; c cwt; kg kilo.

### FLEETWOOD

Prices: Dover sole, £130; turbot, £60/£120; haddock, £30/£60; hake, £50/£100; cod, £21/£42; haddock, £15/£30; dogfish, £16/£32; gurnard, £15/£30; lemon sole, £24; ling, £24/£48; megrim, £11/£22; monkfish, £25/£50; codling, £14/£28; roker, £8/£16; plaice, £22/£44; whiting, £8/£16; per 100 lb.

### MILFORD HAVEN

119 kits from one boat. Prices: large cod, £28; medium, £27; codling, £30; large haddock, £21; large plaice, £36; medium, £30; small, £15; turbot, £110; whiting, £12; Dover sole, £120; plaice, £118; medium, £28; small, £23; large ray, £30; per 8st kit.

### NEWLYN

Prices: large ray, £450; medium, £3; small, £1.20; pollack, £2.70; puting, £1.30; large plaice, £4.50; medium, £3.50; small, £2.50; large lemon sole, £5.50; medium, £4; small, £2.50; large Dover sole, £18; medium, £13; small, £9; squid, £5.50; monkfish, £3.50; hake, £4.50; turbot, £18; cod, £4.50; brown, £8; haddock, £1.80; ling, £2.90; large conger eel, £2; medium, £1.80; small, £1; large hake, £6.50; medium, £5; small, £3.80; large brill, £8.50; medium, £4; large John Dory, £8.50; medium, £6.50; turbot, £11.10; large dogfish, £12.40; medium, £1; small, 80p; per stone.

### HULL

About 3,320 kits from two distant water vessels and two North Sea seiners. Price ranges per 10st kit: heads on, shell cod, £28/£36.76 (average £32.65); bulk, £27.50/£39.25 (average £33.37); shell codling, £22.50/£31.40 (average £26.95); bulk, £19/£24 (average £21.50); cod, £19.55/£23.50 (average £21.50); large haddock, £22/£32.50 (average £27.25); no distant water halibut, shell or bulk haddock.

## HUMBER VESSELS DUE

### GRIMSBY

Expected during the week from Bear Island: Huddersfield Town, Northern Gift, Ross Renown, Ross Revenge, Vianova. From Faroe and Western: Crystal Palace, Erlina, Orino, Ross Enbult, Ross Altair.

## PORT MARKETS

### FRIDAY, JUNE 10

DUBLIN  
752 boxes mainly from Howth met a good demand. Prices: salmon, £1.80/£2; lobster, £2/£2.11; prawn, 30p/30p; black sole, £1/£1.05; slips, 40p; turbot, 20p/30p; cod, 28p/30p; codling, 10p/15p; black pollack, 14p; haddock, 15p/25p; plaice, 8p/30p; per lb; whiting, 7p/10p; ray, £10/£20; small lot, £22; per box.

### MONDAY, JUNE 13

GRIMSBY  
A fair supply of 4,385 kits from 14 boats met a good demand. Prices: shell cod, £34.00/£40.40; codling, £3.60/£3.80; shell haddock, £3.80/£4.20; medium, £3.80/£4; small, £1.80/£2.40.

colling, £21/£24; selected small, £20/£21.50; small, £15/£19; second, £20.50/£22; selected small haddock, £17.50/£18; small, £15.50; large dogfish, £14.50/£15; small, £10/£10.75; large lemon sole, £10/£13.50; small, £20; plaice, £10/£20.75; per 40 kilo unit.

PETERHEAD  
4,767 boxes from 24 boats. Prices: cod colling, £13.30/£14.20; whiting, £12/£12.80; codfish, £1.40/£1.90; monkfish, £5.30/£5.50; lemon sole, £4.50/£7; catfish, £2.20/£2.40; ling, £2.10/£2.60; turbot, £12.50/£16; plaice, £2.10/£2.20; per stone, round haddock, £15.20/£16; gutted, £17.40/£23.50; per box.

FRASERBURGH  
1,250 boxes from 30 boats. Prices: selected lemon sole, £6.80/£7; small, £3/£3.20; selected plaice, £3.80/£4; small, £2/£2.40; per stone; large haddock, £24/£26; medium, £17.50/£23; small, £13.60/£17; round, £12/£13; medium codling, £23/£27; small, £12/£25; cod springs, £20/£23; whiting, £17.60/£18; round, £13/£18; cod, £10/£12; dogfish, £11.60/£12.40; monkfish, £37/£38; per box.

BRIMHAM  
Prices: large and medium plaice, £3.50/£3.80; chats, £1.80/£2.20; turbot, £15/£15.50; whiting, £2.60/£2.80; small, £1.20/£1.30; large and medium lemon sole, £7/£7.30; small, £4.50/£4.80; Dover sole, £14/£14.50; medium, £15/£15.50; large and medium ray wings, £4.80/£5; very small, £1.50; large conger, £1.80/£2; medium, £1.20; small, 80p; squid, £5/£5.20; monkfish, £3.50; large dabs, £2.50/£3; medium, £1.50; small, 80p/90p; per stone.

KINLOCHBERRIE  
250 boxes from four boats. Prices: cod, £3.10/£3.30; haddock, £2.20/£3.30; plaice, £2.10/£3.40; megrim, £3; lemon sole, £3.50; skate, £1/£2.30; whiting, £2/£2.30; hake, £5; dogfish, £1; per stone.

LOCHINVER  
287 boxes from nine boats. Prices: cod, £2.85/£3.90; haddock, £2.20/£3.40; whiting, £2.15/£2.50; plaice, £2.25/£3.70;

## HERRING REPORT

### TUESDAY, JUNE 14

Ayr: 15 trawlers, 44 tonnes; homemarket at £11.60/£13.00. Recovering agents. Hand-selected, 180/210 and 280/400 per 50kg.

Turbot: ten trawlers, eight tonnes; homemarket at £18.20/£24.40. Recovering agents. Hand-selected, 180/210 and 280/400 per 50kg.

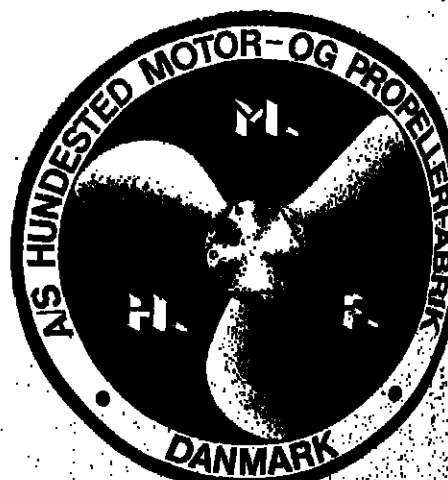
### WEDNESDAY, JUNE 15

Ayr: 20 trawlers, 31 tonnes; homemarket at £12.80/£14.00. Recovering agents. Hand-selected, 180/280 and 280/400 per 50kg.

Turbot: six trawlers, five tonnes; homemarket at £18.20/£24.40. Recovering agents. Hand-selected, 180/280 and 280/400 per 50kg.

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### JUNE 17, 1977

## JUBILEE SKIPPERS

TWO highly-experienced skippers have received the Queen's Silver Jubilee Medal - Stan Shearer of North Shields and Hugo Thimmesen of Grimsby.

Skipper Shearer (63) has commanded Ben Glas for over 12 years and has been a skipper with Irvin's of North Shields since the war.

Skipper Thimmesen is one of Grimsby's senior and most experienced small boat operators.

He commands the multi-purpose fishing vessel Samantha and also owns Tino and Ellen. He has built up a reputation as a skilful fisherman.

Two long-serving managers with Cosalt Ltd. received medals, 30,000 of which were issued. They are sales manager, Douglas Horner, and Colin Goodrich, manager of the Net and Twine Division.



The George 28-footer as shown at the Poole Boat Show.

## B.U.T. Engineers (Grimsby) Ltd

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## 'Jumbo' Fiske dies



'Jumbo' Fiske in 1970 - his last year as a skipper.

ONE OF Britain's most colourful and successful trawler skippers, Ernest "Jumbo" Fiske, died on Sunday just two weeks before his 72nd birthday.

His huge size was matched by his zest for living and skill as a fisherman. In 1970 he was awarded the MBE and, when the Queen asked him whether he liked the fishing life, he told her: "It's alright until you get a heavy gale".

He was nearly turned down when he applied to join the fishing fleet, as a skipper protested: "He's too big to shout at".

He was a skipper at the age of 29 and, during pre-war years, skippered drifters when they were away from their home port for six months of the year. During war service he was a chief skipper on minesweepers and took part

in the D-Day landings. He returned to herring fishing and, in 1964, won the Prunier Trophy with a catch of 278 crans in the Suffolk Warrior. He retired in December 1970.

During his 47 years at sea he worked out of almost every UK fishing port. Skipper Fiske leaves a widow and five children. His son, Richard, skippers Suffolk Conquest.

## FOUR STEEL BOATS IN NEW RANGE

A NEW range of small steel boats is being built at Sallisbury, Wiltshire, for fitting out as fishing vessels.

The firm of Avon Brunel Marine Ltd., which has for the past five years been building steel hulls for the trade, has tied up with Lambie (Boats) Ltd. of Tynemouth to offer complete fishing craft.

Robert Tucker Designs Ltd. has drawn up the range which comprises boats 21, 26, 29 and 33 ft. long. They are of the double-chine type with a box skeg.

Hulls are built upside-down on a jig and then rolled over to be framed. Avon Brunel's Georgia 28 workboat was shown at the recent Poole Boat Show and the basic boat has a foredeck and small wheelhouse forward, steel frames for the deck and fuel tanks each side of the engine space.

The show boat had an overall length of 28 ft. 4 in.; waterline length, 22 ft. 6 in.; beam, 8 ft. 6 in.; draft, 3 ft.; and displacement, 4.5 tons.

Engines to customer requirements are fitted and hull and foredeck construction is in 1 in. mild steel, with a 12-gauge foredeck. Price of

the basic 26-footer ready to fit out is £4,725 plus VAT. The 21-footer has already attracted the attention of Cornish fishermen and six may be built for a port. Avon Brunel sells the basic open 21-footer for around £2,500.

Last year the firm quoted to build a 38 ft. long steel fishing vessel to work from Cyprus. For side trawling only, the boat was designed with the engine aft, fish hold amidships and accommodation for two forward.

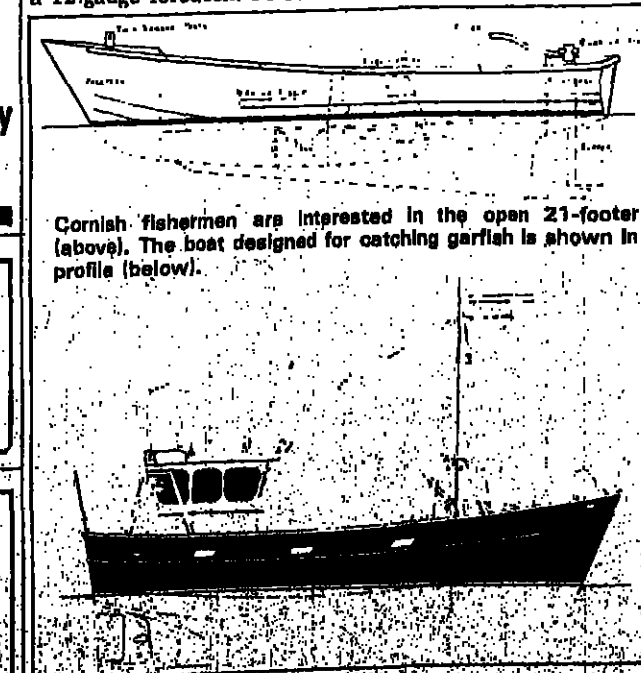
Waterline length is 34 ft. 6 in.; beam, 12 ft.; depth moulded, 6 ft. 3 in.; and draft aft, 5 ft.

Although originally designed for fishing garfish, Avon Brunel says that the design is suitable for home waters. A diesel of around 150 bhp is specified; the fish hold is for 350 cu. ft. and the fuel tank, 670 gallons.

Another project the firm is interested in is producing catamarans. It has quoted to build the Catfish-type catamaran designed by E.W.H. Gifford & Partners in aluminium.

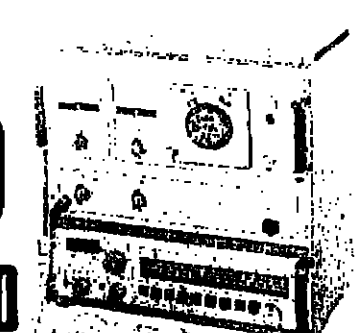
Avon Brunel says that, for inshore fishermen, small boats in aluminium are a good bet as they are strong yet almost maintenance-free.

Cornish fishermen are interested in the open 21-footer (above). The boat designed for catching garfish is shown in profile (below).



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